

San Ignacio Vistas, Inc.
Homeowners Association Minutes
Board Meeting – November 13, 2017

Approved via email on November 15, 2017

The meeting was held at the Canoa Hills Recreation Center and a quorum of the board was present: Marianne Bishop, Shelli Knopik, Eileen Ridenour, Glenn Seela and Ann Striker. Also in attendance were Joyce Bulau, GVC Rep; Pat Imgrund, Chair of Road-Subcommittee and Coralee Hagopian.

The meeting was called to order at 9:05 AM.

1. PRESIDENT

Ann Striker advised the board this would be her last meeting as she has been offered a full-time, paid position as the Executive Director of the Sahuarita Food Bank. Ann has been volunteering as the Manager of Operations for the food bank for many years and has built this into a very successful operation serving hundreds of families each week. This employment will provide health benefits and although the board is sorry to see her depart, we are extremely happy for this opportunity. Ann will continue to serve on the Financial Advisory Committee.

2. SECRETARY

The minutes of the October 9, 2017 board meeting had been approved via email on October 14, 2017 and are hereby ratified.

A draft newsletter was reviewed. This letter will be distributed with the annual dues the last week of November or first week of December.

3. TREASURER

The Financial statement ending October 31, 2017 was reviewed and approved pending Audit. (Attachment A)

4. MAINTENANCE

Road Sub-Committee: Pat Imgrund, Chair, arrived from MN the past weekend and did a brief walk-thru of the subdivision. He stated that the previously repaired areas on King Arthur Ct and Vista Ridge Ct seemed to be weathering well. The committee is in receipt of a bid of \$8,967 from Adobe Asphalt to perform a crack seal in March 2018. This is almost half of the comparable bids received in 2014-16 from other contractors. The committee has been quite satisfied by the previous work done by Adobe.

A MOTION was MADE, SECONDED AND UNANIMOUSLY PASSED to accept the bid from Adobe Asphalt and gave Pat Imgrund authority to schedule this work for March 2018.

Pat cautioned the board that we must maintain the integrity of our roads and that the current plan is to apply an overlay in June 2020. Currently Tucson Asphalt is being considered as the contractor and the committee will be seeking approval from the board in November of 2019 to bid this work.

Don White has completed the project of replacing all reflectors in the HOA. The total cost of the project was \$1,138 and included 150 amber and 350 clear reflectors; 10 traffic cones, gorilla construction adhesive, and other necessities. We had to replace Don's measuring wheel which was stolen while he was working on the project. After completing the project there are 51 amber and 180 clear in storage that were purchased at a good price and will provide for replacements when existing reflectors are damaged. Don worked on this project from April thru October and our heartfelt thanks extended to him for his contribution to the community.

Landscape Sub-Committee: The project on View Ridge Drive is continuing and Felix Landscaping will be planting more Ocotillos, Indian figs and Spanish Dagers the weeks of November 13 and 20. They will be working on Harvest Moon removing cow's tongue and an overabundance of brittle bush. Landscape stone will be placed surrounding all the parking areas that have been cleared of all cactus and the parking walls repainted.

5. ARCHITECTURAL

Glenn Seela presented the Monthly Report (Attachment B)

6. FINANCIAL ADVISORY

Gary Powers sent an email directing the Treasurer to present his report. The FAC recommends the HOA dues for 2018 remain at \$530.

A MOTION was MADE by Ann Striker, SECONDED and UNANIMOUSLY PASSED approving the yearly dues for 2018 at \$530 per lot.
--

A MOTION was MADE by Ann Striker, SECONDED and UNANIMOUSLY PASSED approving a contribution of \$40,000 to the Reserve Fund in 2018.

7. GVC

Joyce Bulau, our representative to the Council, presented a report from Pima County Supervisor Christy regarding his proposed Road Plan. (Attachment C)

8. CONTINUING BUSINESS - None

9. NEW BUSINESS

10. ADJOURNMENT

With no further business to be conducted the meeting was adjourned at 10:45 AM

The next scheduled meeting is January 8, 2018 and will be held at the Desert Hills Center in the ROOM A starting at 9 AM.

Respectfully submitted,
/s/ Marianne Bishop, Secretary

ASSETS	<u>OPERATING</u>	<u>RESERVE</u>	<u>TOTAL</u>
120 · COMMERCE CHECKING	31,138 *		adj - \$1*
	<u>31,138</u>		
1502 · COMMERCE RESERVE		24,780	
1505 · WELLESLEY INCOME VWIAX (MV = 138,236)		125,120	
1507 · WASH FED 5yr 2/13/20 APY 1.93%		63,128	
1509 · COMMERCE CD 6/30/17 APY .98%		102,545	
1510 · WELLINGTON -VWENX (MV = 64,681)		53,334	
1511 · VANGUARD - MM		101,168	
1512 · VANGUARD - VTSAX (MV = 34,299)		31,286	
		<u>501,361</u>	
Total Current Assets		<u>501,361</u>	
			<u>532,499</u>
 LIABILITIES & EQUITY			
 FUND BALANCES			
300 · Operating Fund Balance	13,317		13,317
3000 · Reserve Fund Balance		464,120	464,120
Net Income	15,086	39,976	55,062
			<u>532,499</u>
TOTAL LIABILITIES & FUND BALANCES			<u>532,499</u>

Income	Operating		Reserve		Total Income	
	Actual	Budget	Actual	Budget	Actual	Budget
Operating Revenue						
400 - Assessments	70,680	70,680	50,160	50,160		
410 - Transfer and Document Fee	4,500	3,000				
420 - Operating Fund Interest	128	120				
Total Operating Revenue	75,308	73,800				
Reserve Fund						
4200 - Reserve Fund Interest			5,641	11,603		
Total Income	75,308	73,800	55,801	61,763	131,109	135,563
Expense						
Operating						
Maintenance Expenditures						
500 - Yearly Contract	25,017	30,000				
501 - Invasive Grass	1,878	3,000				
502 - Tree Trimming	3,843	4,900				
503 - Utilities	419	470				
505 - Other Maintenance	3,640	5,000				
506 - Erosion Mitigation	3,880	2,000				
507 - Plant Replace	2,500	2,300				
4201 - Reserves-Misc (Study)			1598	2,000		
5006-Retaining Walls/Monument			1636			
5004 - Other Maint			2801			
5006-Erosion Mitigation			9790	13,000		
Total Maintenance Expenditures	41,177	47,670	15825	15,000		
Administrative						
510 - Contract Service	10,500	12,600				
511 - Board	352	500				
512 - Legal	0	1,500				
513 - Communications						
513.1 - Computer/ Internet	1,472	1,100				
513.2 - Telephone	1,156	1,300				
513.3 - Office Supplies	116	50				
513.4 - Printing/Reproductior	455	2,000				
513.5 - Postage/Delivery	133	250				
513.6 - Record Storage	540	500				
Total 513 - Communications	3,872	5,200				
Total Administrative	14,724	19,800				
Other Operating						
521 - Insurance	2,510	3,500				
522 - Membership Fee - GVC	1,710	1,710				
523 - Taxes and Contingency	101	400				
Total Other Operating	4,321	5,610				
Total Expense	60,222	73,080	15825	15,000		
Net Income	15,086	720	39,976	46,763		
Beginning Fund Balance	13,317	13,317	464,120	464,120		
	28,403	14,037	504,096	510,883	532,499	



PIMA COUNTY BOARD OF SUPERVISORS

130 WEST CONGRESS STREET, 11 FLOOR
TUCSON, ARIZONA 85701-1317

TELEPHONE 520-724-8094
E-MAIL: district4@pima.gov

Stephen W. Christy
Supervisor, District 4

JUST FIX THE ROADS PLAN ROTARY CLUB OF GREEN VALLEY OCTOBER 10, 2017

I feel it is most fitting for me to announce Just Fix the Roads plan for road repair here, today in Green Valley, and at the Rotary Club of Green Valley.

First, I am a 30 plus-year-Rotarian.

Second, Green Valley has some of the most Poor to Failed-rated roads – if not in all of Pima County – certainly in our District 4.

Third, this is the home of the Green Valley Council, whose members and roads committee have devoted countless hours of selfless commitment to analyzing the community's street conditions and organizing a professional and rational approach to prioritizing problem roads and streets, and focusing on a sustainable manner and process for repairing them.

Fourth, my 2 fellow "road warriors" and old friends from the creation days of the Regional Transportation Authority, Dick Roberts and Chet Davis, are both members here at the Rotary Club of Green Valley, as well as active leaders and residents of Green Valley.

Pima County has more than 1,200 miles of roads that have been rated Poor or Failed – that's 2/3 of all the roads. This comes directly from statistics provided by the Pima County Department of Transportation.

And they are getting even worse with each passing day.

Clearly, something has to be done – and done now.

I personally feel addressing our road repair situation is the most important issue facing Pima County today.

The options before us are fraught with roadblocks and dead ends, to use a topical metaphor. They are all time-consuming, complicated, and most likely impossible and futile to attain or even attempt.

At the County level, there is little hope to find adequate and significant monies in our General Fund that could properly address our road repair challenges. Though we should continue to look for unnecessary expenditures, realistically how much money could be taken out of the General Fund for road repairs without disrupting much of Pima County operations?

At the State level, raising the State's gas tax has an even bleaker future. That would require approval by both the State Legislature and the Governor. Someone close to the Governor told me that during a recent function, someone asked Governor Ducey if he would support raising the State's gas tax. His response? He said, "Not only no, but Hell no."

And what is the point of raising the State's gas tax if the Legislature sweeps it away?

At the Federal level, no immediate action for road repair seems forthcoming and even if there were, how much would slowly drip down to fixing our roads here in Pima County?

Certainly, there are a number of other options out there: a "vehicle miles traveled" tax; a "special district" tax; a "tax at the gas pump in Pima County" tax – and others.

All of these options would require either voter approval or approval by the State Legislature and Governor – or both.

Each of these plans would take a great deal of time to pursue – time our roads and we don't have.

Further, the prospects of success in enacting any of these options are next to zero – particularly when it comes to dealing with the State Legislature up in Phoenix.

In the meantime, our roads will continue to deteriorate, making road repair that much more costly and that much more difficult.

Our road plan, I believe, is the most fair, makes the most sense, is the most efficient and transparent, and will have the greatest countywide support, as well as the greatest and quickest chance of success.

And we can do it together – now.

Here is our plan:

Our plan begins with the Board of Supervisors immediately repealing the newly enacted Property Tax for Road Repair. This was a bad tax and a bad plan to fix our roads. However, the County had very few choices.

Annually, countywide, this new property tax is estimated to raise barely a little over 19 million dollars for fixing our 800 million to 1 billion dollar road repair problem.

Clearly, a drop in the bucket all paid for on the backs of County property owners, who already feel over-taxed.

Even our County Administrator has acknowledged that at the current rate of using this new property tax for road repair, it would take 35 years to fix our roads, and that's if the roads remain in the very same condition as they are today.

Second – upon repeal of the Property Tax for Road Repair, we propose that the Board of Supervisors pass a countywide, half-cent sales tax. By doing so, this regional sales tax can raise, countywide, over 75 million dollars annually or more than 800 million dollars over the course of 10 years.

Third – we further propose that upon enactment of a countywide half-cent sales tax, that the Board of Supervisors authorize that all revenues generated by the sales tax be directed solely and singularly to the Regional Transportation Authority, and that the RTA has the complete and total direction over the administration of this tax revenue for the singular purpose of fixing our roads – and for fixing our roads only.

That's it – that's our plan.

Now let's look at how it can work and how it can succeed.

The RTA enjoys the universal confidence of Pima County residents. The RTA is an independent, regionally administered transportation-focused entity that has an unprecedented proven track record of success. After 11 plus years, almost 1,000 multi-jurisdictional, multi-modal transportation enhancement and improvement projects designed for greater mobility and capacity have been conducted and completed on-time and under budget by the RTA.

The RTA's process for success has been magnified by its transparent, citizen-driven, and publicly accountable methodology that has visible results in practically every corner of Pima County, including our own Green Valley and Sahuarita.

As further evidence shows, as if any further evidence is even needed, that the RTA has the ability to address road repair issues, just last spring, the State Auditor General issued its findings regarding its financial and operational audit of the RTA's performance – and the RTA passed with flying colors.

The State Legislature mandated this audit, and the RTA received praise and commendation from the very auditors themselves.

Further, with the RTA leading countywide road repair efforts, we can all have confidence that 99% of all tax dollars generated will go directly to road repairs. The other 1 percent will cover the RTA's cost of administering the entire program.

As a former car salesman, I can tell you – now that's a good deal.

Citizen input and oversight can be continued and expanded through the newly created Transportation Advisory Committee.

Pima County, the City of Tucson and all incorporated jurisdictions can also contribute to the development of the RTA's road repair plan.

The RTA can be in constant communication with the public and the Board of Supervisors as to the RTA's road repair plan's development, with public "dash boards", public hearings and meetings, and many other transparent communication conveyances.

And a very important piece of RTA Road Repair Plan must include that all countywide road repair projects be put out to an open and public bid process.

Who knows? Maybe the RTA can include beautification and landscaping plans for our medians and sidewalks.

And finally, the RTA Road Repair Plan – funded by a countywide sales tax – must include a "sunset" clause and time limit.

Annual reviews and progress reports until that "sunset" takes effect must be included, too. I would suggest 10 years to "sunset".

The positive benefits of the RTA Road Repair Plan include:

- Tax relief by repealing the current Property Tax for Road Repair just recently enacted.
- Tourists and non-residents of Pima County will contribute and participate in sales tax revenue generation for road repair – not just Pima County residents or property owners alone.
- The sales tax would not tax food, housing, or medication.

Voters overwhelmingly approved the RTA and its mission back in 2006 by a 60 to 40 % margin. I view our plan as just an enhancement and expansion to the original RTA mission and of an already existing tax.

With our plan, the RTA can continue on its mission to complete road capacity and increased mobility enhancements designed to fight congestion throughout our region – and at the same time begin to conquer our deteriorating and failed roads.

Our road repair plan is an investment in ourselves; the countywide sales tax revenue stays wholly in Pima County.

It does not get shipped off to Washington, DC or up to Phoenix, with the forlorn hope that some of our own dollars will eventually trickle back to Pima County someday, maybe.

Pima County money stays in Pima County, to be invested in Pima County.

This plan is not without its challenges.

The biggest and most formidable hurdle that must be cleared if this plan is to succeed is that it requires a 100%, 5 - 0 approval vote by the Board of Supervisors – a daunting task.

That is why I feel that by announcing it today, our plan has been delivered into the public square. Now it can be publicly vetted, analyzed, and discussed in great detail and consideration.

I will be presenting our plan to the newly formed Sales Tax Advisory Committee and to all business and community organizations as well.

I plan to finalize the plan's wording and place it before the Board of Supervisors for a vote in November or early December at the latest.

I implore my fellow Board members to put away our differences and to begin working together today to advance the RTA Road Repair Plan – utilizing our concepts rolled out here today – as a platform and model that allow all of us to finally address our road repair needs.

This is not a “Democrat versus Republican” issue.

This is not a “Majority versus Minority” issue.

This is, most certainly, not an “Us versus Them” issue.

This is an “All of us are in this together” issue.

I am fully open to suggestions and concerns – and criticism – from my fellow members of the Board of Supervisors, and I actively seek their input and support.

Today, here and now, I give them and you my promise and pledge that I will work with each of them in good faith, to seek a workable road repair plan that all of the members of the Board of Supervisors and - most importantly – all of the residents of Pima County can be proud of.

PIMA COUNTY BOARD OF SUPERVISORS

District 1

✓ Supervisor Ally Miller
130 W Congress, 11th Floor
Tucson AZ 85701
(520) 724-2738
Ally.Miller@pima.gov

District 2

Supervisor Ramon Valadez
130 W Congress, 11th Floor
Tucson AZ 85701
(520) 724-8126
Ramon.Valadez@pima.gov

District 3

• Supervisor Sharon Bronson
130 W Congress, 11th Floor
Tucson AZ 85701
(520) 724-8051
Sharon.Bronson@pima.gov

Chair of Supervisors

District 4

Supervisor Steve Christy
130 W Congress, 11th Floor
Tucson AZ 85701
(520) 724-8094
Steve.Christy@pima.gov

District 5

Supervisor Richard Elias
130 W Congress, 11th Floor
Tucson AZ 85701
(520) 724-8126
Richard.Elias@pima.gov

BULLET POINTS TO SUPPORT SUPERVISOR CHRISTY'S ROAD PLAN

The roads in Green Valley are in dire need of preservation and repair. Most of them are in poor to failing condition.

The present \$0.25 increase in the property tax rate will take about 30 years to bring all of Green Valley's roads into good condition--way too long. We'll never see it in our lifetimes.

Everyone who uses the roads in Pima County, not just the homeowners, will help pay for the roads.

Green Valley's poor roads adversely affect both our property values and the economics of the area. It makes it seem like we don't care about our community.

Supervisor Christy's Road Plan represents the only feasible method of obtaining sufficient funds to bring the roads of Green Valley and Pima County into good condition within a reasonable period of time.

Having the Regional Transportation Authority administer the sales tax road fund means the funds will be used wisely. The RTA has long history of administering road funds prudently and effectively.

Having the RTA administer the road funds helps keep the funds from becoming a political football and preserves them for one use only.

OTHER THINGS YOU CAN DO TO HELP PASS THE ROAD PLAN:

Contact your friends in other areas of Pima County. Share these bullet points with them. If they live on a county road, ask them how long they are willing to wait for their next (or first) road repair. Point out that good roads bring businesses into communities. Be persistent!



RESOLUTION SUPPORTING SUPERVISOR CHRISTY'S PLAN FOR FUNDING ROAD PRESERVATION AND REPAIR IN PIMA COUNTY

Board of Representatives
Resolution No. 2017-3

WHEREAS, the Board of Representatives knows the roads in Green Valley are in dire need of preservation and repair; and

WHEREAS, the present \$0.25 increase in the property tax rate will not produce enough revenue to bring all of Green Valley's roads into good condition in a reasonable length of time; and

WHEREAS, the repair of Green Valley's roads is a high priority matter because our poor roads adversely affect property values and are detrimental to the wellbeing of our people and their vehicles; and

WHEREAS, the Board of Representatives recognizes that Supervisor Christy's Road Plan which: (a) repeals the \$0.25 property tax increase for roads, and (b) imposes a ½ cent increase in sales tax for all of Pima County for 10 years, and (c) which funds will be administered by the Regional Transportation Authority, represents the only feasible method of obtaining sufficient funds to bring the roads of Green Valley and Pima County, in general, into good condition within a reasonable period of time; and

WHEREAS, the Board of Representatives is aware that the Regional Transportation Authority has a long history of administering road funds prudently and effectively; and

WHEREAS, the Council's Traffic & Arroyos Committee and Executive Board have voted to support Supervisor Christy's Road Plan;

NOW, THEREFORE, BE IT RESOLVED that the Board of Representatives of the Green Valley Council hereby supports Supervisor Christy's Road Plan and strongly encourages the other members of the Pima County Board of Supervisors to vote in favor of Supervisor Christy's Road Plan and enact it into law so that the roads of Pima County again become in good repair.

PASSED AND APPROVED by the Green Valley Council, October 19, 2017

Don Weaver, President